

APPENDIX I- PLANNING GRANT APPLICATION FORM

Applicant (Agency & address - including zip) <div style="display: flex; justify-content: space-between;"> <div style="width: 60%;"> <p>City of South San Francisco 315 Maple Ave South San Francisco, CA 94080</p> </div> <div style="width: 35%; text-align: center;"> Check one <input checked="" type="checkbox"/> City <input type="checkbox"/> County <input type="checkbox"/> MPO <input type="checkbox"/> COG <input type="checkbox"/> RTPA <input type="checkbox"/> JPA <input type="checkbox"/> Joint Proposal </div> </div>		Proposed Date of Completion: Sept. 2012 Grant Amount Requested: \$ 323,624 If Joint Proposal, list participating entities/ contact person:	
Lead Applicant's Name: City of South San Francisco			
Title of Proposal (summarize the deliverable to be funded by this grant) Climate Action Plan and Pedestrian Master Plan			
Applicant's Representative Authorized in Resolution Name: BARRY M. NAGEL Title: CITY MANAGER Phone: 650-877-8500 Email: Barry.Nagel@ssf.net		Person with Day to Day Responsibility for Plan (if different from Authorized Representative) Name: Steve Carlson Title: SENIOR PLANNER Phone: 650-829-6625 Email: steve.carlson@ssf.net	
Check all of the following that are incorporated or applicable to the proposal:			
Focus Area		Program Objectives	
<input checked="" type="checkbox"/> Focus Area # 1		<input type="checkbox"/>	Applying for 20% EDC set aside
<input type="checkbox"/> Focus Area # 2		<input type="checkbox"/>	
<input type="checkbox"/> Focus Area # 3		<input checked="" type="checkbox"/>	Improve air and water quality
Eligibility Requirements (mandatory)		<input checked="" type="checkbox"/>	Promote public health
<input checked="" type="checkbox"/> Consistent with State Planning Priorities		<input checked="" type="checkbox"/>	Promote equity
<input checked="" type="checkbox"/> Reduces GHG emissions on a permanent basis		<input checked="" type="checkbox"/>	Increase affordable housing
<input checked="" type="checkbox"/> Collaboration requirement		<input checked="" type="checkbox"/>	Increase infill and compact development
Priority Considerations		<input checked="" type="checkbox"/>	Revitalize urban and community centers
<input checked="" type="checkbox"/> Demonstrates collaboration & community involvement		<input checked="" type="checkbox"/>	Protect natural resources and agricultural lands
<input checked="" type="checkbox"/> Addresses climate change impacts		<input checked="" type="checkbox"/>	Reduce automobile usage and fuel consumption
<input checked="" type="checkbox"/> Serves as best practices		<input checked="" type="checkbox"/>	Improve infrastructure systems
<input checked="" type="checkbox"/> Leverages additional resources		<input checked="" type="checkbox"/>	Promote water conservation
<input checked="" type="checkbox"/> Serves an economically disadvantaged community		<input checked="" type="checkbox"/>	Promote energy efficiency and conservation
<input type="checkbox"/> Serves a severely disadvantaged community		<input checked="" type="checkbox"/>	Strengthen the economy
I certify that the information contained in this plan application, including required attachments, is complete and accurate			
Signature:			
Applicant's Authorized Representative as shown in Resolution		Date	
Print Name and Title: BARRY M. Nagel, CITY MANAGER			

City of South San Francisco Climate Action Plan and Pedestrian Master Plan

The City of South San Francisco proposes to develop a Climate Action Plan (CAP) to serve as a comprehensive implementation strategy document to reduce community-wide and municipal greenhouse gas (GHG) emissions. The CAP will be developed concurrently with a Pedestrian Master Plan (PMP), which will serve as a major implementation tool of the CAP for reducing transportation-related emissions and improving public health. Through preliminary GHG inventory estimates, it is clear that transportation emissions comprise the vast majority of South San Francisco's emissions portfolio. With a Bicycle Master Plan (BMP) close to completion, a Caltrain station, a Bay Area Rapid Transit (BART) station, an upcoming ferry terminal, and two Association of Bay Area Governments (ABAG) Priority Development Areas, the City has identified the PMP as the missing link in South San Francisco's multimodal approach to reducing transportation emissions. Together, the CAP and the PMP will pave the way for the City to meet the goals of Assembly Bill (AB) 32 and plan for climate change adaptation.

South San Francisco is located in the heart of the Bay Area between the San Bruno Mountains and the Coast Range. With the majority of the city located in a basin, a major concern of the community and the City is climate change and sea level rise. Population has tripled since World War II, to 61,824 in the most recent Census, with a daily influx of workers commuting to the nearly 3,000 firms and businesses located here, many of whom utilize Caltrain and the BART station opened in 2003.

The City has aggressively pursued both infrastructure improvements and other programs to reduce GHG emissions and to promote a healthier, more sustainable community. Improvements like the BART station, proposed improvements to pedestrian access to and across the railroad at the Caltrain station, the new Oyster Point Ferry Terminal with service to Oakland, and the planned Peninsula Rail Project provide alternatives to commuters, while innovative actions such as the Green Food Packaging program, Green X-Ray Showcase Home, and Household Hazardous Waste Programs raise awareness and encourage individual action. The City is completing a baseline GHG inventory, which will calculate the emissions generated from community-wide vehicle miles traveled (VMT), energy, waste, and other sources, and has already completed an inventory of emissions from municipal operations in preparation for development of a climate action plan.

The City is seeking to create a CAP and PMP that will directly reduce GHG emissions, plan for climate change adaptation, and support the goals of AB 32 and Senate Bill (SB) 375. The PMP will reduce greenhouse gas emissions and promote a healthier, more sustainable community. The CAP will lead to the development of a California Environmental Quality Act (CEQA) programmatic tiering document that can be used to streamline environmental review on future projects, while the PMP will identify key improvements to facilitate walking in the city and will support the implementation of the CAP through a focus on projects that have the potential to significantly reduce GHG emissions.

The City of South San Francisco is requesting funding under Focus Area #1 – Local Sustainable Planning. The City has demonstrated their commitment to addressing a host of environmental concerns, including climate change, with innovative and effective programming, and the proposed CAP and PMP would provide a comprehensive guide for future sustainable development.

Proposal Description

This section addresses how the City of South San Francisco's proposed project responds to the threshold requirements, program objectives, priority considerations, and organizational capacity inquiries of the Final Guidelines. Please refer to Section 4 of this proposal for a detailed work plan and budget.

Step 1: Threshold Requirements

1. Describe how the Proposal is consistent with the State's Planning Priorities, Section 65041.1 of the Government Code.

a. Promote infill development and invest in existing communities:

Infill development and investment in the existing community will be a primary component of the CAP and PMP, as they are fundamental strategies for promoting public health, reducing transportation emissions, and creating a more resource-efficient community. These are particularly important in South San Francisco, where recent and planned investments in transit (a relatively new BART station, soon-to-open Oyster Point Ferry Terminal, and proposed Caltrain station relocation and improvements) dramatically increase the potential for residents and employees within the city to increase non-auto trips, provided that (1) infill development is transit-supportive, and (2) pedestrian linkages to transit are enhanced.

In Task 3 of the Work Plan, the City will work with the community to develop policies and strategies that facilitate sustainable infill and will prioritize the measures based on cost effectiveness, greenhouse gas savings, political feasibility, and timeline for completion. In Task 7, the City will develop necessary updates to ordinances and codes that will be necessary to facilitate smart growth and sustainable development. Finally, the identification of pedestrian improvements in the plan will further encourage infill development by making the existing communities of South San Francisco safe and convenient places in which to get around.

b. Protect, preserve and enhance environmental and agricultural lands, and natural and recreational resources:

Much of what is now South San Francisco was initially agricultural land. Small pockets of farmland still exist near San Bruno Mountain, but these lands have been converted housing and retail development over the last 100 years. The development of a CAP focusing on infill development and efficient use of resources will channel future improvements away from these valuable resources. The CAP will also analyze the greenhouse gas benefit of preserved land in terms of avoided emissions and carbon sequestration, ensuring that the value of remaining natural resources is considered. The CAP will also include methods for protecting, preserving, and enhancing environmental lands.

c. Encourage location and resource-efficient development:

The CAP and PMP will identify location and resource-efficient development as a key strategy to reduce greenhouse gas emissions from transportation, energy, waste, and water usage. Strategies the City intends to promote include infill and mixed-use development, orientation toward transit and pedestrian linkages, green building, the use of greywater or reclaimed water systems, and other smart growth strategies. The CAP and PMP will include tools such as updated ordinances and codes necessary to implement the selected strategies.

2. Describe how the Proposal will (and include in work plan) reduce, on as permanent a basis that is feasible, greenhouse gas emissions consistent with:

a. California’s Global Warming Solutions Act of 2006

i. How will the Proposal reduce greenhouse emissions as compared with business as usual through 2020 and beyond?

Combined, the CAP and PMP will be a roadmap to reaching the AB 32 recommended target of 15% below current levels by 2020. Specifically, the project will reduce greenhouse gas emissions in the following key ways:

- The City will work with the community and experts to develop strategies and implementation actions that reduce emissions from transportation, energy use, water, and waste decomposition to the maximum extent feasible.
- The CAP will include quantification of the GHG reduction benefits of each measure so that they can be monitored and tracked.
- The PMP will serve as a major implementation action of the CAP to begin reducing vehicle-related greenhouse gas emissions by improving pedestrian infrastructure.
- Finally, the CAP will be a programmatic tiering document under the California Environmental Quality Act, which will ensure that all future improvements have a consistent and aggressive approach to greenhouse gas emissions and sustainability.

ii. Identify the indicators that will be used to measure whether the Proposal will meet greenhouse gas emissions reduction targets or requirements.

Once the CAP and PMP are complete, the City will use a Web-based implementation monitoring tool that will be developed as part of this proposal to track progress in reaching emissions reduction targets. The monitoring tool will allow City staff to collect indicator data on an annual basis and compare current emissions to the baseline GHG inventory. The indicators will include VMT statistics from Caltrans and the Metropolitan Transportation Commission (MTC), energy data from Pacific Gas and Electric (PG&E), waste production and diversion rates from the South San Francisco Scavenger Company, and more. This data will be converted to GHG to track the City’s progress toward meeting AB 32, Executive Order S-03-05, and local GHG reduction targets.

b. Any applicable regional plan

i. Cite any applicable regional plan(s).

One Bay Area is the creation of a Sustainable Communities Strategy (SCS) to comply with SB 375 for the 9 counties and 101 cities that make up the Bay Area. It is a collaboration of the MTC, Bay Area Air Quality Management District (BAAQMD), and Association of Bay Area Governments (ABAG). The California Air Resources Board has established targets of a 7% per capita reduction in greenhouse gases by 2020 and a 15% per capita reduction by 2035 by focusing the majority of transportation funding on improving and maintaining the existing transit infrastructure. Other Regional Plans:

- San Mateo County Energy Watch program – a collaboration between the City/County Association of Governments of San Mateo County (C/CAG) and PG&E to reduce energy consumption through energy efficiency programs throughout San Mateo County
- San Mateo County Comprehensive Bike Route Plan – C/CAG
- 2035 Regional Transportation Plan – Metropolitan Transportation Commission
- Grand Boulevard Plan
- C/CAG Congestion Management Plan

3. Program Description

City of South San Francisco – SGC Sustainable Communities Planning Grant Application – August 2010

- San Francisco Bay Regional Water Quality Control Board NPDES Permit stormwater treatment standards
- San Francisco Public Utilities Commission regional water consumption reduction goals
- Bay Area Air Quality Management District Clean Air Plan
- Caltrain electrification project
- High-speed rail project

ii. Describe how your Proposal will be consistent with the greenhouse gas emission reduction strategies in the applicable regional plan(s).

South San Francisco's CAP will reduce transportation-related greenhouse gas emissions in compliance with the Metropolitan Planning Organization's (MPO) forthcoming One Bay Area SCS and MTC's 2035 Regional Transportation Plan. The plans will provide local guidance for implementing and funding transportation-related projects, with priority for projects that improve access to local and regional transit and promote alternative transportation options. The CAP will further implement the goals of the San Mateo County Energy Watch program by creating energy efficiency and renewable energy strategies. Planning for all modes of travel is an important component to reducing greenhouse gas emissions related to transportation. With mass transit and regional options like SamTrans, BART, and Caltrain already available, a Bicycle Master Plan nearing adoption, and a new ferry landing at Oyster Point opening in 2011, the PMP will be the final component to addressing and planning for all modes of travel in South San Francisco.

3. Meet the Collaboration Requirements of the focus area applicable to the Proposal (see Section III).

a. See Section III, Focusing Funds, for the Collaboration Requirements applicable to the Proposal.

The City of South San Francisco is applying for funding under Focus Area #1 – Local Sustainable Planning. Although they are not joint recipients under this proposal, the MTC, ABAG, BAAQMD, and C/CAG will be actively involved partners in the process. Section 6 of this application includes letters of support from each of the agencies participating in the process as well as from other stakeholder groups, including the Peninsula Traffic Congestion Relief Alliance (Alliance), Kaiser Permanente, San Mateo Health System, South San Francisco Bicycle and Pedestrian Advisory Committee (SSFBPAC), South San Francisco Chamber of Commerce, South San Francisco Parks and Recreation Commission, and the South San Francisco Traffic Advisory Committee (SSF TAC), whose involvement will be key to the development of successful plans. As the applicant, the City of South San Francisco has submitted a resolution as required in Section 5.

Step 2: Program Objectives

Identify and describe the Program Objectives projected to be achieved by the proposal. Anticipated indicators (see next section of this application) must be identified that will evaluate the overall success of achieving the Program Objectives. Program Objectives to be achieved by the proposal:

- | | |
|--|--|
| ✓ Improve Air and Water Quality | ✓ Protect Natural Resources and Agricultural Lands |
| ✓ Promote Public Health | ✓ Reduce Automobile Use and Fuel Consumption |
| ✓ Promote Equity | ✓ Improve Infrastructure Systems |
| ✓ Increase Affordable Housing | ✓ Promote Water Conservation |
| ✓ Promote Infill and Compact Development | ✓ Promote Energy Efficiency and Conservation |
| ✓ Strengthen the Economy | |
| ✓ Revitalize Urban and Community Centers | |

Improve Air and Water Quality

Air Quality

The CAP and PMP will include transportation strategies to reduce idling and promote the use of transit and other alternatives over single-occupant vehicle travel. With a multitude of public transit options already available, South San Francisco's CAP will focus on encouraging increased use of available options like BART, Caltrain, SamTrans, and the ferry.

The CAP will also emphasize land use design strategies that foster mixed-use development, reduce the need for vehicle travel, and increase the number of mode choices available to the community. Local air quality will benefit from the implementation of these transportation and land use strategies, as most air pollutants come from fossil-fuel-burning motor vehicles.

The following indicators will be used to monitor outcomes:

- BAAQMD Annual Air Quality Report
- Vehicle miles traveled
- Transportation mode share among various transportation types

In 1993 the San Francisco Bay Area region, which includes South San Francisco, was designated as a federal nonattainment zone for ozone and carbon monoxide. To ensure future compliance with state and federal regulatory standards for these pollutants, the BAAQMD developed attainment plans, the most recent of which were adopted in 2001 for ozone and in 2004 for carbon monoxide. Emissions from on-road motor vehicles make up the majority of all emissions for the Bay Area. While the State's and BAAQMD's focus is primarily on reducing emissions through more stringent fuel standards and installation of vapor recovery systems, local and regional planning and transportation agencies are tasked with implementing programs to reduce emissions through land use and transportation decisions that reduce the number of vehicle trips and decrease vehicle miles traveled (VMT).

CAPs and PMPs are an effective way to identify programs that will reduce overall VMT through increased alternative transit use, efficient traffic flow, and transportation demand management programs for municipal employees and businesses within the city. In South San Francisco, transportation is a critical component to improving the region's air quality and reducing greenhouse gas emissions.

Water Quality

As part of the CAP, South San Francisco will implement the permit requirements issued by the Regional Water Quality Control Board, maintain the wastewater treatment plant and the related wet weather improvements, implement the landscape irrigation requirements in the municipal code, and require all new development to comply with the building codes requiring water-conserving devices. The CAP will quantify the cost and GHG benefit of each of these activities in order to facilitate implementation.

The following indicators will be used to measure outcomes:

- Westborough Water District Annual Water Quality Report
- The annual California Water Company Report
- Monitoring report of Colma Creek water quality submitted by the City to the Regional Water Quality Control Board
- Annual Municipal Storm Water Permit Report required by the Regional Water Quality Control Board
- San Mateo County Environmental Health Department Water Quality Report

As a predominantly urban city, South San Francisco's policies for improving water quality will be aimed toward reducing urban stormwater runoff. To address the Bay Area Integrated Regional Water Management Plan (IRWMP) goals of retaining perviousness and infiltration capacities of land in urban

3. Program Description

City of South San Francisco – SGC Sustainable Communities Planning Grant Application – August 2010

settings and minimizing point and non-point source pollutants, the CAP will identify best practices and policies to reduce stormwater runoff, which may include Low Impact Development (LID) standards, incentives to promote infill development over greenfields, or water conservation and rainwater harvesting programs for residents and businesses. The City is already participating in the San Mateo countywide pollution prevention program, Clean Water, Healthy Community, which provides resources for residents, businesses, and municipalities to reduce pollutants in the local waterways.

Promote Public Health

The characteristics of a healthy community, such as increasing transit options, improving the economy, working toward a better jobs/housing balance, and implementing more location-efficient development, will be strengthened by the development of the CAP and PMP. The CAP will analyze public health co-benefits as part of the cost/benefit analysis for prioritizing implementation measures. The PMP will identify ways to improve the city's pedestrian infrastructure to help facilitate safe, sustainable, accessible, and affordable transportation options to improve the health of residents and the community, with an additional focus on economically disadvantaged areas.

The following indicators will be used to monitor the proposal outcomes:

- Obesity and asthma rates as available from the County Health Services Agency.
- Commute mode shares to determine the behavioral change in walking and biking to work or school.

Both the CAP and PMP will increase the opportunities available to residents to walk for commuting and recreational purposes, and improve health, a co-benefit of reducing greenhouse gases related to transportation.

The San Mateo County Health Services Agency has expressed an interest in working with City staff on the development of the PMP. The City and County Health recently cooperated to reopen a local medical clinic and satellite office in the downtown that provides health services to the community. The City has also worked with Kaiser Permanente to publish a walking map of the community.

Promote Equity

Access to transit and regional mobility choices are two important barriers to improving equity. The CAP and PMP will attempt to remove those barriers by increasing transit options and improving the safety and reliance of existing options. Up to 16 walking audits will be used to inform the development of the PMP with an additional focus on economically disadvantaged areas. In addition, the CAP will identify programs that benefit low-income individuals, such as 'affordable by design' requirements for energy efficient low-income housing, low-income weatherization programs, and more. The City will use the following indicators to monitor equity:

- Number of transit stops in disadvantaged areas
- Annual transit ridership, including:
 - BART
 - Caltrain
 - SamTrans
 - Alliance and Genentech shuttles

A separate outreach to residents of disadvantaged communities will be made by the City to include residents in the development of the PMP as well as the CAP. A total of four workshops will be held during the development of the CAP and PMP including a bilingual workshop held in an identified disadvantaged community. The City of South San Francisco is a very diverse community of 61,000 residents. The City has designated Census Tracts 6021 and 6022 as the Community Development Block Grant (CDBG) target area. Additionally, a large portion of households in these census tracts meet the extremely low-income criteria and qualify for the severely disadvantaged community category. In

3. Program Description

City of South San Francisco – SGC Sustainable Communities Planning Grant Application – August 2010

addition to meeting economically distressed criteria, these two tracts are also largely Hispanic and Spanish-speaking, report as foreign-born, and are considered “linguistically isolated.”

In addition to the focused bilingual workshop, walking audits will be conducted in disadvantaged areas. As with other walk audits, these will be community-involved half-day events with three components: (1) instruction/education in preparation for the walk audits, (2) community walks, and (3) development of concept improvements on aerials. Walk audits will not just emphasize pedestrian accessibility and traffic safety, but will achieve personal safety through design elements such as lighting, enforcement, and visibility (eyes on the street).

Increase Affordable Housing

The CAP will include strategies to incorporate “affordable by design” standards into affordable housing requirements, require multi-family units to have adequate access to transit corridors, or increase the minimum energy efficiency of new units, all of which reduce household costs related to housing, transportation, and energy use and are significant factors in home ownership decisions.

The proposal will track RHNA numbers and support existing affordable housing programs like the Redevelopment Agency’s Set-Aside Housing Fund, and the 20% inclusionary housing requirements, by promoting compact, resource efficient design of new housing units through increased densities, transit oriented development, and smart growth principles.

Promote Infill and Compact Development

The City’s current efforts to increase affordable housing will be enhanced by development of a CAP with major pedestrian component. The City’s strong commitment to infill and affordable housing is demonstrated the proactive approach that has been taken, which includes programs including:

- City-wide 20% Inclusionary Housing requirement
- Redevelopment Agency’s 20% Set-Aside Housing Fund
- 2009 Downtown Strategy Plan policies encouraging transit use, minimal parking, and mixed-use housing along transit corridors
- First-Time Homebuyer’s Program
- Residential Retrofit Program focused on energy efficiency for affordable units
- Residential Insulation Program provides no-cost insulation for low-income households
- Redevelopment Agency’s Acquisition & Rehabilitation of Distressed Homes Program acquires and renovates distressed homes for rental to very low-income households

Infill and compact development will be achieved through transit-oriented development, smart growth, and increased density policies that can be implemented by the City. The CAP will include model general plan and zoning amendments to facilitate successful implementation of these policies. The Association of Bay Area Governments (ABAG) FOCUS program has designated two Priority Development Areas (PDA) in South San Francisco — the El Camino Corridor PDA and the Downtown PDA.

The El Camino Corridor was formally designated by ABAG as a potential PDA in November of 2007. Subsequently, the City embarked upon the El Camino Real/Chestnut Specific Plan. When the Specific Plan is completed, the El Camino Real PDA will be reclassified as a “Planned PDA.” The El Camino Corridor PDA is focused on developing additional housing along the corridor, along with amenities and services to meet the day-to-day needs of residents in a pedestrian-friendly environment served by transit. The Downtown PDA encompasses 150 acres and focuses on implementing the 2009 Downtown Strategy Plan, which identifies catalyst projects, including streetscape projects, mixed-use residential opportunity sites, the Caltrain Plaza, and opportunity sites for new, more intense housing development.

Implementation of the Downtown Strategy will direct development toward the existing community with its transit service and walkable retail corridor, while resulting in a broader mix of land uses.

To measure the effectiveness of infill development policies, the information needed to determine the location and average density of new development projects (units, site area) is already identified in the City's Quarterly Major Projects List.

Strengthen the Economy

The CAP will address the economic benefits of strategy implementation through a cost/benefit analysis, including a discussion of the costs and/or savings to businesses, residents, and City to implementing each measure. For instance, the CAP could include a measure that calls for the City to establish a financing mechanism for solar improvements. The CAP would then analyze the City's cost for setup of the program, public outreach, and ongoing customer service. The CAP would also analyze the cost of the solar installations to the public and the cost savings as a result of decreased utility bills and lower interest rates.

Each strategy within the CAP and Pedestrian Master Plan will require some form of public or private economic investment, which will be monitored through public staff time devoted to or budgeted for implementation, and generation of local jobs due to implementation of energy efficiency, infrastructure, or conservation strategies. The Implementation Tracker outlined in Task 7 will include a simple system for staff to track the amount of time and investment in each measure's implementation.

Revitalize Urban and Community Centers

The CAP and Pedestrian Master Plan will create safer, healthier community centers throughout the city. Model general plan policies will be included in the CAP to facilitate transit-oriented development, smart growth, pedestrian-oriented design features, and increased density practices at a scale appropriate for urban/industrial communities. The PMP will identify specific improvements in the downtown and along Grand Avenue, such as mid-block crossings, pedestrian-scaled lighting, seating, and new paving. These improvements will create safer, more walkable neighborhoods with "eyes on the street." These improvements will also increase economic investment within the city while improving the quality of life for residents. The City will develop indicators of urban and community center revitalization such as:

- Economic investment in new development or improvements to the city
- Retail sales
- Commercial occupancy rates

Protect Natural Resources and Agricultural Lands

The few remaining natural resource areas within the community will remain designated as open space. New development near or in natural resource areas will be required to comply with the General Plan Conservation Element goals and policies. The City will comply with the NPDES Permit issued by the RWQCB, ensuring new developments limit stormwater runoff and that receiving bodies are evaluated for water quality. In accordance with the state discharge permit, the City will maintain the wastewater control plant, ensuring that only a high level of treated water enters San Francisco Bay. The City will develop indicators of natural resource and agricultural protection, such as:

- City staff will prepare the annual report required by the RWQCB.
- Track new development on lands with natural resources evaluating changes to the resources.
- Monitor the annual reports prepared by San Mateo County of the management of the San Bruno Mountain Habitat.

3. Program Description

City of South San Francisco – SGC Sustainable Communities Planning Grant Application – August 2010

- Monitor the Audubon Society's annual bird count in the immediate area as a measure of the effectiveness of the restoration of the bay wetlands within the community.

Major stressors to the Bay-Delta region's wildlife, as indicated by the California Wildlife Action Plan, include growth and development, water management conflicts and water pollution, invasive species, and climate change. While the urbanized city is limited in wildlife habitats, the areas immediately surrounding South San Francisco are home to several vegetative and wildlife species.

Reduce Automobile Use and Fuel Consumption

In Task 3, the CAP will call for the improvement of local and regional transportation systems to provide residents with adequate access to alternative transportation options. Task 7, the CAP toolbox, will include transit-oriented design development standards and best practices for implementing transportation demand management programs for employers, expanding interregional and local transit systems, and creating additional economic opportunities by identifying funding opportunities for projects that support multimodal travel options.

The PMP, with support from the CAP, will identify future infrastructure and programming needs and an implementation plan to facilitate safe and efficient walking. Increasing the use of non-vehicular modes of travel, in concert with an expansion in public transit education and outreach programs, will reduce the number of automobile trips and amount of fuel consumed. Model policies in the CAP toolbox to facilitate alternative travel modes may include transit-oriented development standards, transportation demand management programs for employers, and funding prioritization for alternative transit projects. Measurements of success for these policies will include countywide VMT, transit ridership, mode share surveys, fuel consumption rates, and data from Bike to Work Day.

The effects of these expanded programs will achieve the California Transportation Plan's goals of improving mobility, supporting the economy, reflecting community values, and enhancing the environment.. Like many urban cities, South San Francisco already has a multitude of regional transportation options available, including BART, Caltrain, and SamTrans. The CAP and PMP will identify ways to expand existing transit programs and create new strategies for safe pedestrian travel.

Improve Infrastructure Systems

Implementation of the CAP and PMP will include the renovation, upgrade, or expansion of local sidewalks and roadways to ensure that all street users have safe and adequate access. CAP policies may include the use of "complete streets" practices for all roadway projects or installation of traffic-calming devices such as median barriers that increase vehicle fuel efficiency.

The success of road, pedestrian, and bikeway infrastructure upgrades will be measured through mode share surveys and miles of bikeway installed compared to current conditions that will be outlined in the Pedestrian Master Plan and CAP.

Promote Water Conservation

South San Francisco will work with the local water providers, California Water Service Company and Westborough Water District, to disseminate information to local residents and commercial customers about the need, targets, and methods to use to reduce water consumption. The City will require new development to incorporate water conservation into building and site design and will explore opportunities to reduce water consumption for all recreational areas as part of the CAP. Residential and industrial water use data, as well as participation rates in water conservation programs, will be used to measure local compliance with the state water conservation goal.

South San Francisco's primary water supply comes from the Central Sierras through the Hetch Hetchy Water Project. Reducing water consumption will be a critical adaptation measure to meeting the future

water supply needs of California and South San Francisco as the threat of decreased Sierra snow packs becomes a reality. Decreasing community and municipal water consumption will be achieved through a combination of fixture retrofit and public education programs and an increase in the use of alternative water supplies. The CAP will identify strategies to increase the supply of alternative water resources through recycled water use and rainwater harvesting.

For an urban area like South San Francisco that is reliant on water supplies from sources outside of the city like the central Sierras, water conservation through fixture retrofits and conservation practices for landscape, domestic, and industrial uses are the primary method for increasing the water supply reliability as the city continues to grow. The CAP will include policies to increase the use of recycled water or greywater and requirements to increase the efficiency of water fixtures. The CAP will calculate the water reduction potential of each measure in gallons and in associated CO₂e from reduced energy needed for filtration, movement, and treatment of water.

Promote Energy Efficiency and Conservation

CAP strategies to increase energy efficiency and conservation will include a combination of building retrofit, public education, and renewable energy installation programs for residents and businesses. Local reductions in energy consumption will also rely on state energy efficiency standards for new building construction. The Implementation Tracker outlined in Task 7 will track the effectiveness of these measures and outline specific implementation actions and indicators. The primary indicators for reducing energy consumption will be residential and commercial energy consumption data for electricity and natural gas from PG&E, the local energy service provider. Additionally, the number of solar panels and other alternative energy systems installed will be tracked.

Step 3: Priority Considerations

1. Proposal demonstrates ongoing collaboration with state, regional and local, public and private stakeholders and community involvement (include in work plan).

a. Describe tasks undertaken by all entities involved in the work plan.

City staff will act as grant administrator, convener, and coordinating body for all items related to the proposal. All tasks in the proposal will be supported by consulting staff chosen in a formal solicitation process. Consulting staff is necessary because of their expertise in pedestrian planning and greenhouse gas analysis. City staff will work closely with the consultant to provide local knowledge and expertise and collect data. City staff will also take a lead role in developing CAP policies and implementation actions.

b. Describe how other entities will be engaged in the development and/ or implementation of the Proposal (e.g., local governments, state entities, COGs, MPOs, transit agencies, health agencies, air districts, local businesses, landowners, general public, environmental groups, low income households and/ or groups that represent them, etc)

State, regional, and local agencies, as well as the community, are critical to the successful implementation of the CAP and PMP and will be involved in the development of emissions reduction measures in the following ways:

- Local Governments – The City will coordinate with neighboring jurisdictions that have adopted or are developing CAPs. The City will also coordinate with C/CAG BPAC for consistency with the County Bikeway Plan.
- BAAQMD, IWMA, C/CAG, ABAG – These organizations will provide support for measure development assistance and CEQA tiering.

3. Program Description

City of South San Francisco – SGC Sustainable Communities Planning Grant Application – August 2010

- Public Agencies (Transit, Health, Housing, Redevelopment, Water) – The City will involve public agencies through stakeholder meetings and targeted outreach at commission and committee meetings outlined as part of Task 5.
- South San Francisco Community – The City will involve the community through four workshops and three public hearings, as outlined in Task 5. The City will inform the community of the process through social media, the City's website, and other methods as appropriate. As described previously, the City will involve disadvantaged communities in the process by targeted walking audits in these communities and identifying their special needs. The City will also hold one workshop in the proximity of disadvantaged areas.
- Agency Committees (City Council, Planning Commission, Parks and Recreation Commission, Bicycle and Pedestrian Advisory Committee, Historic Old Town Homeowners and Renters Association, Chamber of Commerce) – City staff will attend committee meetings as part of Task 5 to gather their feedback and inform them of the process.

c. Describe how the community will be engaged in the planning process.

The outreach component of the CAP and PMP will be facilitated through a variety of methods including a website, social media tools, workshops, and public hearings where the public can participate in the development process. In an effort to engage the public in the development in the CAP and PMP, the City, with consultant support, will hold four public workshops, including a bilingual workshop focusing on the Pedestrian Master Plan.

2. Proposal demonstrates strategies or outcomes that can serve as best practices (BPS) for communities across the state. Note: Tools, processes and data funded by the grant must be posted on website.

a. Does the proposal include tools or processes that could be easily accessed and used by other government agencies to develop plans or strategies for sustainable communities?

The proposal includes the development of a Web-based CAP implementation and monitoring tool for transportation, waste, energy, and municipal measures and a set of model tools to implement each measure.

b. How will your agency promote and share the Proposal's information, tools or processes?

The proposal's information and tools will be documented through the development of the CAP and supporting technical appendices. Any and all CAP resources and products will be made available online for public viewing or for use by other jurisdictions.

3. Proposal is leveraged with additional resources, in-kind or funds. Identify in Appendix L, Budget.

a. Identify funding sources and amount already committed to the proposal and expected timing of funds. Detail whether funds are in the form of cash contributions, in-kind services, volunteer effort, donated labor or materials, technical expertise, etc.

The City has already committed over \$20,000 to the development of a community-wide greenhouse gas emissions inventory to be completed in early 2011. The inventory is structured to be a foundation for the CAP. The GHG inventory will calculate emissions from highway travel, local road travel, waste production, water supply and treatment, Caltrain use, BART use, natural gas consumption, and electricity consumption, and estimate the reduction effectiveness of actions taken since the City's baseline year. The community-wide inventory will be combined with the previously completed City operations inventory.

b. Identify potential future funding sources and the amount expected to be committed to the proposal. Detail whether funds are in the form of cash contributions, in-kind services, volunteer effort, donated labor or materials, technical expertise, etc.

If the proposal is funded, 100% of Senior Planner City staff time will be contributed to the project. Half of all other planning and administrative time will be donated as well, for a total of \$58,725 in the form of in-kind services.

4. Proposal addresses climate change impacts.

a. Identify the potential climate change impacts on the population, or human or natural areas, or systems most vulnerable to those impacts within the planning area.

The potential impacts of climate change on South San Francisco's human population include sea level rise, increased flooding, increased occurrence of heat waves, and decrease in water supply due to loss of the Sierra snowpack.

b. How does the proposal improve adaptation to the impacts for these populations, human or natural areas, or systems?

Implementing water conservation strategies and increasing the use of recycled water will reduce South San Francisco's need for fresh water supply. Increasing the use of renewable energy and making new and existing buildings more energy efficient will help to ensure that peak energy demand on hotter days can be met, without resorting to fossil fuels. Coordination with neighboring jurisdictions and the Bay Conservation Development Commission (BCDC) on solving the challenge of sea level rise will also be discussed and included in the policy and implementation framework of the plan.

Step 4: Organizational Capacity

1. What is your organization's experience in completing this type of Proposal or similar Proposals? Is the expertise needed for the successful development of the Proposal available within the organization? If not, how do you plan to acquire it?

The City recently launched its new division, Sustainable South San Francisco, devoted to promoting, coordinating, and implementing sustainable policies and practices City-wide. Located in the City Manager's Office and staffed by a Sustainability Coordinator and a Senior Planner, Sustainable South San Francisco builds upon the City's strong foundation of innovative science and commitment to sustainability. Since 2008, over 100 "green" initiatives have been launched throughout City departments, ranging from the purchase of alternative fuel vehicles to adopting an aggressive TDM ordinance to developing Centennial Way, a 6-miles linear park providing a non-motorized route through the center of the City. Additionally, the City has completed an inventory of greenhouse gases related to municipal operations and facilities and is currently working with a consultant to prepare a greenhouse gas emissions inventory for community-wide sources. The City is also completing a Bicycle Master Plan, which is similar to the process for a PMP. The CAP and PMP will call upon the expertise of consultants to support GHG quantification, meeting facilitation, public outreach, implementation monitoring, and more.

2. Do you have active partners that will help develop the Proposal? How?

The development of the CAP and PMP will involve many active state, regional, and local partners to ensure that the plans are consistent with state and local adopted policies and programs. The City's partners will include regional entities including the BAAQMD, RWQCB, MTC/ABAG, the San Mateo C/CAG, Sustainable Silicon Valley, Joint Venture Silicon Valley Network/Climate Initiatives, and C/CAG's Bicycle and Pedestrian Advisory Committee, as well as the Sustainable Communities Strategy

3. Program Description

City of South San Francisco – SGC Sustainable Communities Planning Grant Application – August 2010

Regional Advisory Working Group (RAWG), Sustainable Communities Strategy Executive Working Group, San Mateo County Leadership Roundtable, and the Partnership with Skyline Community College's Bay Area Clean Energy Careers Project. On the local level, active partners will include the South San Francisco Chamber of Commerce, the South San Francisco Unified School District, the Planning Commission, Parks & Recreation Commission, Historic Old Town Homeowners & Renters Association, and the South San Francisco Bicycle & Pedestrian Advisory Committee.

3. How will the Proposal be kept on schedule and within budget?

South San Francisco has a very strong track record for successfully completing grant-funded projects, including managing public participation, on-budget project design, completion of public improvements, effective construction management, and financial accountability. The City has received a number of major capital improvement grants, including a \$970,000 MTC grant to construct Phase 3 of Centennial Way, a 6-mile linear parkway and a competitive \$2.3 million grant from the State Parks & Recreation Department for construction of the recreation building at Orange Park. The project will be managed by the Sustainable SSF Division with expert technical assistance and resources provided by various City departments, including the Planning Division, Public Works, Parks & Recreation Department, Finance Department, and City Manager's Office. The City has an abundance of talent to manage the project and sustain its outcomes over time.

4. If the Proposal goes over budget, explain your contingency plan to cover the cost.

The City will manage the project within the approved budget. If necessary, City staff would complete preparation of the public engagement program, the CAP and PMP, and implementation tools. The City's Sustainable SSF Division has the staff resources to ensure completion of the project with the assistance of the Planning Division, Public Works' Engineering Division, and Parks & Recreation Department.

5. Identify in the work plan how the proposal will be implemented, including zoning updates if applicable.

The CAP will include general plan and code amendments that will implement the strategies identified in the CAP. The CAP monitoring tool will identify milestones for the implementation of each CAP reduction measure and create a mechanism to track progress toward achieving those milestones. The PMP will include an implementation schedule to prioritize projects and identify costs and potential funding sources.